

# The Journal

Edmonton, Alberta, Saturday, May 24, 1969

- Alberta Resources Railway
- Northwest Resources Conference

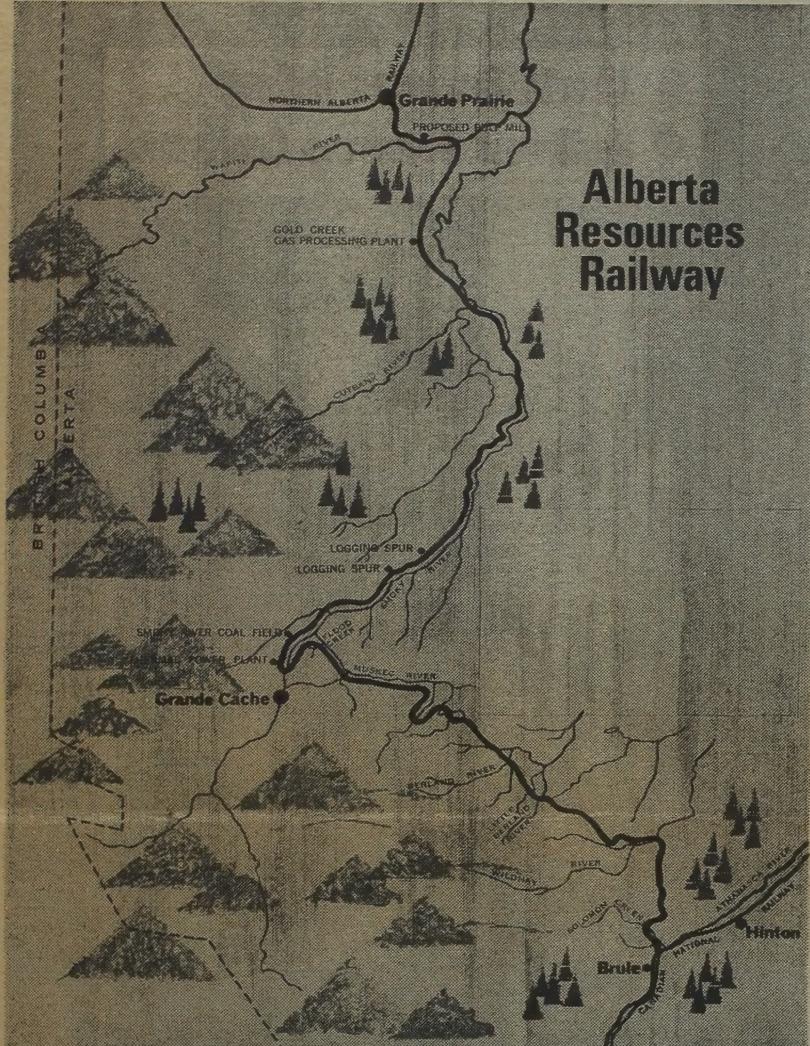
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# Premier sees advancing economy with Alberta Resources Railway



## Alberta Resources Railway

"It is to the northern half of the province, with its 130,000 square miles of largely undeveloped natural resources, that Albertans should look to maintain the momentum of economic growth which has characterized Alberta over the past two decades.

"Probably one the richest, but hitherto untouched resource regions of the province, lies along the eastern slopes of the Rockies between Hinton and Grande Prairie. This region has long been known for extensive resources of coal, gypsum, natural gas and timber but has remained undeveloped because it lacked transportation facilities to make these resources readily available to distant markets. This applies particularly to overseas markets offering promise of ability to absorb the very substantial output of industrial materials which Alberta's natural resources can support.

"In line with its policy to invest in the development of Alberta's resources, the Government in October, 1965, entered into an agreement with Canadian National which provided for construction of a railway line linking Grande Prairie and Canadian National's main line to the Pacific Coast ports of Vancouver and Prince Rupert.

"In its agreement with Canadian National, the Province provided the initial capital for construction of the rail line, to be known as the Alberta Resources Railway, while Canadian National undertook to build the line and to operate it on a lease basis with option to purchase. Construction of the railway line began three months later.

"This railway is needed to unlock the resources of the Alberta foothills country. The extensive coal deposits of the Smoky River are now under active development and long term contracts have been negotiated and signed with buyers interested in obtaining large tonnages of high quality metallurgical coal. One can look with some confidence to development in the vicinity of the coal mine of other industrial operations based on the mine output.

"Construction has started on a natural gas processing plant at Gold Creek which will produce 3,600 barrels of condensate and 100 tons of sulphur daily from natural gas.

"Concerning the forest resources traversed by the new railway line, two sidings have been built at Mile 150 and 160 to take out saw logs and an agreement looking toward construction of a major pulp mill, 600 tons daily capacity, to be located south of Grande Prairie, may be imminent.

"The Government confidently expects that the Alberta Resources Railway line, in linking resources of the foothills to domestic and overseas markets, and in providing a new outlet for the agricultural products of the Peace River District, will prove a major factor in advancing the economy of northwest Alberta and, indeed, of the whole province."

Hon. H. E. Strom,  
Premier.

## Communications network set up to open foothills wilderness

Alberta Government Telephones has thrust a \$2.2 million communications network across the wilderness from Edson to Grande Prairie.

It facilitated construction of the Alberta Resources Railway, and provided for the development of the resource-rich area along the route.

The network consists of a heavy route microwave system, a light route microwave system, a general mobile system, a private mobile system, and local exchange facilities.

The heavy route microwave system, costing \$1.7 million, is scheduled to be put into service on June 27, 1969. It includes seven new microwave towers and radio buildings, and additional antennas on the existing towers at Edson and Grande Prairie.

Having a capacity of 960 voice circuits, the system will serve primarily as a bypass for traffic from the North. It will also handle calls from Grande Cache, temporarily routed over the light route facilities.

Major microwave systems take a matter of years to engineer and construct, and AGT must be able to anticipate requirements long before the actual need arises. Path testing on the Edson-Grande Prairie system was commen-

ed in 1966 — almost three years ago.

The light route microwave system was completed at a cost of \$500,000. This system preceded the Alberta Resources Railway and assisted in its construction. Now that the railway is completed, the light route system provides for the centralized control of trains from Solomon, and for direct train-to-train communication.

It also provides communications for speeder operators and work crews. A subsequent installation may provide for electronic hot box detectors along the line.

The light route microwave system has the advantage of being able to be broken out for local service at any point. Thus it will facilitate the development of mining, lumber-

ing, pulp and paper, petrochemicals, and tourism along the route.

A general mobile system provides vehicles with radio telephone service throughout the entire area between Edson and Grande Prairie.

For a considerable time, the only landmarks in Grande Cache were the AGT radio relay building and microwave tower. In March, 1969, a step-by-step transportable building was moved to the townsite to provide 400 lines for telephone service. A second transportable building, with 600 lines, is scheduled to be installed in 1970.

Then, finally, if growth expectations are realized, a permanent telephone exchange building will be constructed in Grande Cache.

### Success to the Northwest Conference

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# Two miles of bridges on new railway line

Deep in the foothills of the Rockies Canadian National has put the finishing touches to the Alberta Resources Railway.

The 234 mile line was built for the Alberta government.

The line commences at Solomon, 14 miles west of Hinton, and proceeds 110 miles in a northwesterly direction into the rugged mountain terrain of the Smoky River valley, then breaks out of the valley at Mile 190 to emerge onto a high plateau. From here on it traverses potentially rich farmland to the northern terminus at the city of Grande Prairie.

One of the features of the new line is the long, high bridges required to cross the deep valleys carved out of the countryside by the fast flowing mountain rivers.

Sixteen bridges were constructed with a combined length of two miles. Six of these are more than 500 feet in length and are classed as major structures. Three of them cross the Smoky River, and the remaining three the Berland River, Mason Creek and the Wapiti River.

Concrete abutments on the Mason Creek bridge were constructed by M. R. Nason Construction Ltd. of Edmonton.

#### STEEL VIADUCTS

For all of the major crossings except one, steel viaducts consisting of welded steel girders seated on steel towers with concrete pedestal foundations were found to be the most economical type of structure. Various arrangements of span and tower lengths were investigated and 60-foot girder spans provided the most economical solution.

At the Smoky I crossing, the selection of the type of bridge was influenced by the tight construction schedule and the availability of a number of second hand steel spans of suitable lengths. These spans had been salvaged from previously abandoned lines on the CN system. Their use enabled the long lead time that is normally required for the supply of new structural steel to be reduced drastically. Considerable savings in time and money were effected.

#### THE CHINESE TRUSS

One interesting point about the Smoky I bridge is that the centre span is known in CN circles as a "Chinese truss." In 1948 the federal government was supplying mainland China with some steel spans as part of an aid program. Because of the change of government in China in 1949 the trusses never got to China and the CN bought them for its own account. The Smoky I span was taken from an abandoned line in the maritimes and re-erected at this site.

#### COMPUTERS USED

Computers were utilized in the design phase making use of programs that have been developed by CN for calculation of forces in the welded steel girders and the legs and bracing of towers.

Design work for all bridges was carried out in the CN system bridge department in Montreal under the supervision of J. C. King, Engineer of Bridges and Structures, Z. L. Szeliski, Assistant Engineer of Bridges and Structures and M. Sivkin, Senior Structural Engineer.

Combating the three major weapons of nature — access, were extremely remote and the only economical means of access was by railway sub-grade. In many instances, therefore, the grading works had to be engineered, tendered, and partially constructed before access to some of the major sites could be obtained.

Spring thaw makes transport of material and supplies to remote locations virtually impossible for a period of six weeks to two months and ice action eliminates winter crossings of rivers. The resources railway had its full share of these access problems that delay construction until high water recedes.

#### RUN-OFF IS CRITICAL

Rivers with their headwaters in the nearby mountains hit their peak run-off in June and July. Since all the major bridges were across rivers, substructure work had to be carried out in late fall and winter.

Because superstructure work proceeded as quickly as piers were built, the calculation of run-off period was a critical factor in scheduling. Nature did not always co-op-

spring break-up and run-off— proved to be the greatest challenge encountered in the construction of the bridges. These factors made scheduling of this work critical. Many sites

erated with the forecasted tim-

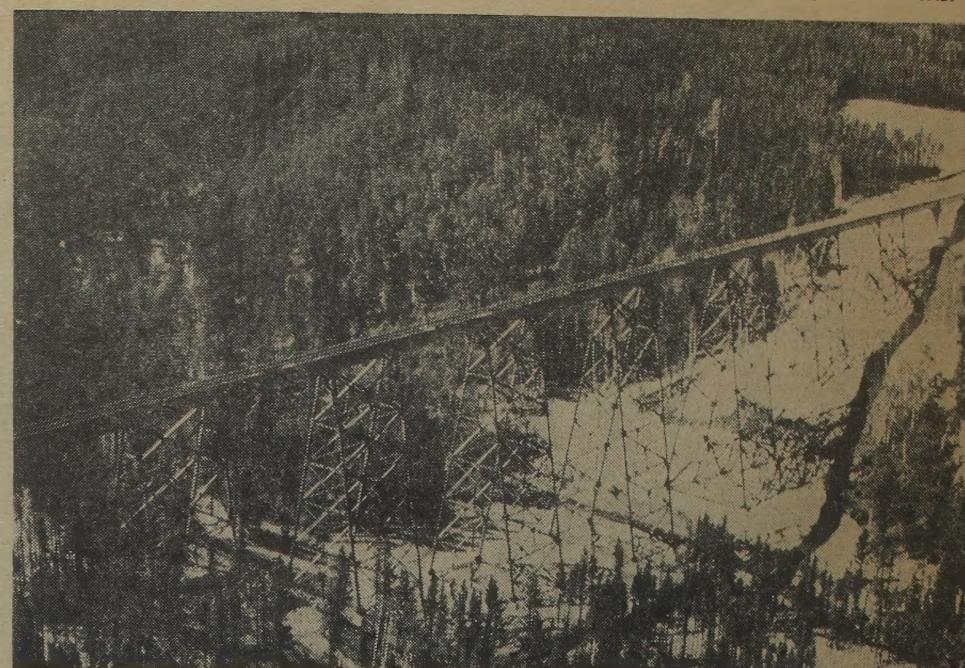
ing. In the result, site conditions sometimes became extremely difficult.

Some of the vital bridge statistics are Mason Creek: length 1,100 feet, height 190 feet; Smoky II crossing:

length 1,180 feet, height 110 feet; Smoky III crossing length 1,550 feet, height 195 feet; Wapiti River: length 2,500 feet, height 190 feet.

All surveying work and construction supervision was car-

ried out by CN personnel under B. J. Smith, Project Engineer-Bridges and S. H. Wessen, Supervising Engineer assisted by M. Tycholaz, L. Helgeson, F. Sklar, J. R. Phillips and E. Stewart.



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## McIntyre Porcupine Mines Limited

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PORCUPINE MINES LIMITED

# Farm research strong in North

Federal government research at Beaverlodge gives the north a bright agricultural future.

The station is on the verge of receiving world recognition from an international forage crop testing scheme started at Beaverlodge four years ago.

Under the program initiated in 1965 more than 400 different forage crop varieties from 35 countries are being grown and tested for a self-help organization known as the Organization for Economic Co-operation and Development of which Canada is a member.

Information on the various crops is tabulated and filed.

## Free swimming at Hinton pool

HINTON — Hinton is expecting its campgrounds to be full of Edmontonians again this summer.

"They flock in to take advantage of our free swimming lessons," said Hinton mayor Stan Fritter.

"Swimming lessons for a family of four can work out quite expensive in the city."

"Here, from June on, the Red Cross runs them for no charge. Many people spent their two weeks holiday here."

The mayor added that after taking advantage of the swimming, people made excursions locally, into the park and down forestry trails to lakes.

It will be available for interested growers willing to consider new crops and will serve as a major pool of information which will assist Canadian plant breeders and researchers find new and improved varieties suitable for the region.

The choice of Beaverlodge was made because it suits the chosen role admirably, researchers say.

The station is located near Canada's major grass and legume seed growing region. The station has been closely involved in this special aspect of agriculture for many years and is recognized as the country's major grass and legume testing station.

The station has over 1,200 individual plots seeded to grasses and legumes. During its years service the staff have made major contributions to breeding new forage crops.

Dr. C. R. Elliott recently developed both the Boreal variety of creeping red fescue and the Aurora variety of alsike clover.

Two Swedish varieties which he tested at Beaverlodge and later sponsored are now licensed in Canada. They are Tetra alsike clover and Rep-ton red fescue.

Another member of the forage crop section, Dr. S. G. Bonin, has earned a solid reputation for his work in Reed canary grass breeding as well.

Brown & Root Ltd. of Edmonton contributed to the Alberta Resources Railway in the construction of portions of the bridge program.

The first contract award was for the Smoky No. 1 bridge over the Smoky River near the coal deposits at Grande Cache. The company's responsibility was to place two river piers and two bankside abutments both of reinforced concrete between January and May of 1967. Difficulty here was that construction took place during the winter months when men had to live and work in zero temperatures.

### BRIDGE PIERS

The job consisted of driving steel sheet piling in the riverbed to act as forms for the bridge piers, then excavating from within the piling to a further depth of 10 feet to

firm footing and pouring concrete under the water to develop the pier structure. This type of concrete installation under water is called the tremie method.

Steel H-beam piles were driven under the river abutments to provide the necessary support. About 2,500 cubic yards of pre-heated concrete were required for the entire project, all mixed by company personnel on site.

The steel superstructure was placed by others to attain a final bridge elevation of some 30 feet above normal water level.

### SAME TIME

A second contract was awarded one year later for construction of the Smoky No. 3 bridge substructures. This took the same time but was much larger in scope. The

bridge over the Smoky River south of Grande Prairie was over a half mile in length and was 180 feet above average river level when completed.

The project required some 4,200 cubic yards of concrete, all batched on the site, to construct 32 separate structures, made up of eight river piers, 24 pedestals of varying sizes and two abutments.

### EARTH BERMS

Construction was facilitated by the use of earth berms built out into the river plus the working platform provided by the river ice.

The piers were built within the earth berms, once the water and ice had been removed and after extensive rock drilling and blasting had taken place to permit excavation of adequate rock socket-

ets. Concrete, some 4,000 cubic yards of it, also had to be batched on site using preheated materials. Construction equipment value in the order of \$275,000 was required on site before the job was completed and 40 men, a number of them local residents, were employed.

Brown & Root also constructed a timber trestle bridge over a deep natural cut or gully in the area south of Smoky Bridge No. 3. This required driving 120 sixty-foot piles and connecting up the remaining squared timber pieces to form the superstructure which was 40 feet high and 300 feet long.

Company project manager on these projects was Mr. Harry Barnett with Mr. Frank Gronski as field superintendent.

# BROWN & ROOT have Pushed back the Frontier to build a bigger and better future for Alberta



Brown & Root have played an important part in the completion of the Alberta Resources Railway having built two bridge substructures and a timber trestle bridge to make this railway an economic link with the North.



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# Northwest Resources Conference at Grande Prairie May 28, 29, 30



PREMIER STROM

The annual Northwest Resources Conference opens in Grande Prairie on Wednesday and continues through Friday.

This is the second Northwest Resources Conference to be held in Grande Prairie. The first, held in 1960, involved speakers and delegates from western Canada and was concerned with prospects for development of natural resources in northwest Canada.

This second conference appropriately coincides with the opening of the Alberta Resources Railway, a vital communication link for resources development in the 1970s and beyond. The conference will bring forth a re-evaluation of resource potential, as well as

an updated statement of developments under way.

The conference planning has been based on the assumption that regional resource developments are of significance to all sectors of the nation. The involvement of speakers and registrants from across Canada in the proceedings of the conference confirms the interest of business and industry in developments in the vast region of Northwestern Alberta.

The Northwest Resources Conference, May 28th, 29th and 30th, is sponsored by the Grande Prairie Chamber of Commerce in co-operation with the Government of Alberta and the Canadian National Railways.

At approximately 2 p.m. on Wednesday a 13-car train carrying some 200 dignitaries, industrialists and other business personages from Edmonton and other points in Canada and the United States will pull into Grande Prairie over the new 235-mile Alberta Resources Railroad.

A special ceremony following the train's arrival will see Premier Harry Strom drive the golden spike to officially signify completion of the \$100 million railway. This will set the stage for what will undoubtedly be the largest technical resources seminar ever held north of the 55th parallel.

The conference has drawn eminent speakers and some

500 delegates from across the continent. Special trains will be run through the heart of the rich resources region, and return, for the benefit of the general public on Thursday, and for convention delegates at the conclusion of the conference.

Complementing the two-day conference will be an international "fly-in" which is expected to bring an additional 150 delegates to the convention from all parts of North America. This event has been publicized in several aviation magazines and through the Rotary magazine to some 7,000 clubs in Canada and the United States.



HON. A. R. PATRICK

## SCHEDULE OF EVENTS

## WEDNESDAY

11:30 a.m.—Parade, Richmond Avenue to A.R.R. Terminal.  
1:00 p.m.—RCMP Band Concert at the A.R.R. Terminal.  
2:00 p.m.—Opening of the A.R.R.  
5:00 p.m.—Reception, Vocational High School.  
6:30 p.m.—Banquet, Vocational High School.  
9:30 p.m.—No-host Reception, Vocational High School.

## THURSDAY

7:30 a.m.—Buffet Breakfast, Vocational High School.  
9:00 a.m.—Conference opens, St. Joseph's High School.  
11:45 a.m.—Reception, Vocational High School.  
12:30 p.m.—Luncheon, Vocational High School.  
2:00 p.m.—Second Conference Session, St. Joseph's High School.  
5:00 p.m.—Reception, Vocational High School.  
6:30 p.m.—Banquet, Vocational High School.  
9:30 p.m.—No-host Reception.

## FRIDAY

7:00 a.m.—Buffet Breakfast, Vocational High School.  
8:30 a.m.—Ride on the A.R.R. (approx. three hours)  
or  
Golf at new 18-hole Golf Course.  
11:45 a.m.—Reception, Vocational High School.  
12:30 p.m.—Luncheon, Vocational High School.

## PROGRAM WEDNESDAY

11:00 a.m.—Parade, East on Richmond Avenue to the A.R.R. Terminal.  
1:00 p.m.—RCMP Band Concert at the A.R.R. Terminal.  
2:00 p.m.—Arrival of Official Train and Golden Spike Driving Ceremonies.  
5:00 p.m.—Reception, compliments of the Canadian National Railway, Vocational High School.  
6:30 p.m.—Banquet with the compliments of the Government of Alberta, Vocational High School.  
Speaker: Hon. Harry E. Strom, Premier of Alberta.  
9:30 p.m.—No-host Reception.

## THURSDAY

7:30 a.m.—Breakfast with the compliments of R. Angus Alberta Ltd.  
9:00 a.m.—Conference Opens — Greetings.  
9:15 a.m.—Petroleum — G. R. Hugo.  
10:00 a.m.—Coffee Break.  
10:15 a.m.—Forest Utilization — P. J. C. Bentley.  
11:00 a.m.—Coal — J. K. Godin.  
11:45 a.m.—Reception with the compliments of Canadian Imperial Bank of Commerce.  
12:30 p.m.—Luncheon with the compliments of: Ferguson Supply Alberta Ltd., L. I. Adam Contractors Ltd.

J. B. Gordon Oilfield Construction Co. Ltd.  
Ed Norton Construction Ltd.

Hackwell Construction Ltd.  
Park Brothers Limited

Speakers: Mr. A. J. Styles and Mr. E. S. Bobrov.

2:00 p.m.—Agriculture — A. A. Guitard.

2:45 p.m.—Marketing — A. H. Hart.

3:30 p.m.—Coffee Break.

3:45 p.m.—Industrial Future — E. J. Wiggins.

4:30 p.m.—Conference Summation.  
5:00 p.m.—Reception with the compliments of Canadian and Northland Utilities Ltd.

6:30 p.m.—Banquet

Speaker: Hon. A. R. Patrick.

9:30 p.m.—No-host Reception.

## FRIDAY

7:00 a.m.—Breakfast with the compliments of the Royal Bank of Canada.  
8:30 a.m.—Three-hour train ride on the newly opened Alberta Resources Railway or Golfing.  
11:45 a.m.—Reception with the compliments of the Grande Prairie Chamber of Commerce.  
12:30 p.m.—Luncheon with the compliments of the following—  
Motels: Northwinds, Tartan, Grandview, Swan, Starlite. Hotels: Park, York.  
Auto Courts: Leslie's, G. P. Packers Ltd.

## Heavy construction on A.R.R.

Not since the transcontinental railway lines were completed has there been construction as heavy as that experienced in the building of the Alberta Resources Railway.

The line was constructed by the CNR for the Alberta government, and will be leased and operated by the railway company.

Because the railway parallels the main range it must cross numerous water-sheds carved out by the drainage from the high peaks nearby.

In the result, there are 16 bridges along the route with a combined length of two miles. Six of them are major structures, each more than 500 feet long. One has a height of 200 feet, two are 190 feet and a fourth is 110 feet high.

From its start on the Canadian National main line at Brule, 16 miles west of Hinton, the route ascends nearly 2,000 feet to a summit at Mile 60 in the vicinity of Shand Creek, elevation 4,970 feet. It carries on through rugged terrain to Mile 75 and then commences a gradual descent to the valley of the Smoky River.

At Mile 110 the railway reaches its first major objective, the coal mines of the Smoky. Before the line leaves the Smoky it will have followed the river for 30 miles and crossed its valley three times.

Brawling and immature, the Smoky River is tight and narrow in its upper reaches and

required very heavy works to overcome the obstacles to construction. From a scenic standpoint, however, the traverse of the valley is an outstanding experience.

Abundant in game — moose, elk, deer, bear, wild horses — the hillsides are beautifully meadowed and the whole area rich in primitive beauty. Shortly after leaving the Smoky the line emerges on to a plateau at Mile 195 and crosses it for 40 miles through potentially rich farmland into Grande Prairie.

It was a major, three-year project to design and build the Alberta Resources Railway. First survey was undertaken in March 1965 and construction began in December of that year. Almost 45 million cubic yards of materials were excavated and placed. When it is realized the Peace River dam project involved 60 million cubic yards, the magni-

ture of the job becomes apparent.

To carry the railway across the chasm of Flood Creek, for instance, required an embankment 175 feet high over twin, structural steel-plate drainage pipes. It is the highest known work of its kind in North America and effected significant construction economies. The fill has a volume of 650,000 cubic yards.

The techniques of the relatively new science of soil mechanics were used frequently to cope with other large fills over culverts but the Flood Creek project was unique in that new soil mechanics principles were applied in its design.

New techniques were used in the railway survey stage also. A helicopter-borne tellurometer was used to establish the essential ground controls and speeded up work in difficult country tremendously.

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# Grande Prairie to be grain centre

The agricultural potential of the northland is great and the future is bright — if the production can be moved to market quickly and efficiently.

Slumping wheat markets, less than average crops and a disastrous harvest in 1968 has put northern agriculture in a pinch from which it could emerge with a firmer wider base.

The dependence on cereal crops, particularly wheat, has proved the wrong thing for many northern farmers. Today they seek the answer through increased numbers of hogs and cattle.

Cash crops such as rapeseed, buckwheat, legumes and flax are being developed. Cereal grains for livestock feed and commercial use also have possibilities.

#### VITAL LINK

The Alberta Resources Railway could provide a vital link to the south country for these agricultural products on the one hand and will definitely

cultivate an expanded local market for agricultural produce by assisting the industrial development of the Peace River Country.

If the ARR can be used to move agricultural produce, the gain will be substantial government and railroad spokesmen say. Most anticipate grain will move over the line in two years time.

#### GREAT VALUE

During the planning stages, former premier, Ernest Manning, pointed to this route as being of great value for the moving of grain. The basic reason was a reduction of 370 miles by the new route for wheat in contrast to the present NAR route which doubles back toward Edmonton. From Edmonton it moves west on Canadian National or Canadian Pacific lines.

Effects on the Northern Alberta Railways by allowing export grain freight rates from points on the ARR must be considered by the Transport

Commission. The NAR presently acts as the wheat gathering system throughout the North. It is operated by the CN and the CPR.

If the ARR was to be used for grain movements over a shorter route, several considerations are possible. One is that an inland grain terminal be established at Grande Prairie. This terminal could be large enough to store large amounts of the northern production during the fall. The grain could then be moved to the Pacific Coast by the ARR and other lines on a steady flow throughout the year.

#### BLOCK SYSTEM

Indicated success with the block system of grain transportation which has been applied to westbound grain in the Medicine Hat area and to the eastward flow of grain from the Dauphin, Manitoba region, might lead to a similar system shifting grain from the North.

A specially designed unit train operating throughout the year at the job of taking northern grain to Vancouver

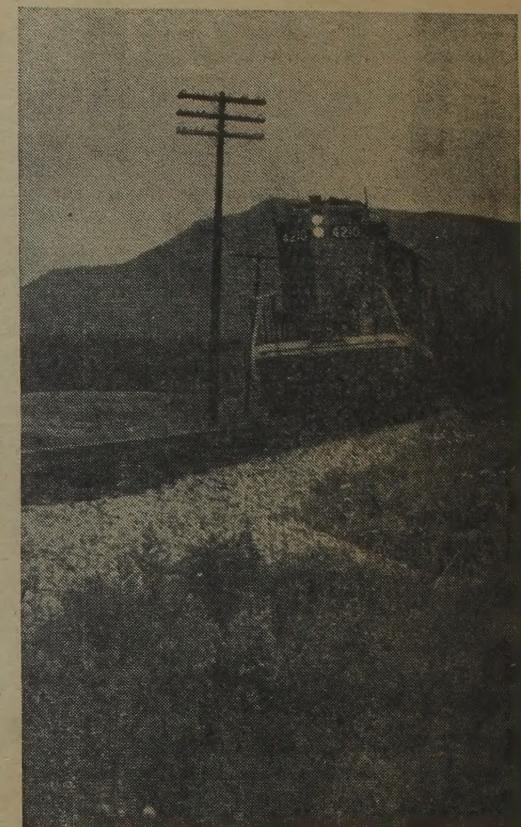
or to a specially designed terminal in Prince Rupert may eventually be applied to make the best use of the wheat growing potential of the North.

In 1968 the Peace River Country had 654,000 acres of wheat, and 825,000 acres of barley. These two crops will be decreased by 10 to 15 per cent this year, but rapeseed production from the area is to increase to almost 300,000 bushels. Some 10,000 acres or 20 per cent of the province's buckwheat will be grown in the northern region this year.

#### COSTLY LAND NOW

The region has progressed in a few years. Today land which some people remember as being hardly worth clearing sells for \$125 an acre. Some of these areas are reported to have gone for 15 years or more without seeing a crop failure.

Although homesteaders have been having difficulty facing high costs of development and poor markets for their produce, the established northern farmer is as economically well off as his southern counterpart.



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- The Northwest Resources Conference.

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GRANDE PRAIRIE

# A.R.R. boom hits Grande Prairie

GRANDE PRAIRIE — "We don't want a boom like the Klondike," said the mayor. "That was all over in a twinkie."

But whether Grande Prairie's mayor Elmer Borstad wants one or not — it appears to be on hand.

"With the coming of the Alberta Resources Railway, our future as the capital of the northwest is assured," said mayor Borstad.

"There is also talk of a new road from Grande Prairie to Jasper, which we would like to see under construction soon.

"And we already have the Northern Alberta Railway. We are going to have extremely competitive freight rates."

#### MAIN CENTRE

The city is expected to be the main centre from which the Peace region's wheat, oats, barley, flax and rapeseed is handled.

Livestock farming is on the increase and the area's 100,000 cattle, 150,000 hogs, and sheep, will also probably pass

through Grande Prairie in the main.

Also finding a cheaper way to the western seaports will be the honey from the Peace's 55,000 bee colonies and market garden crops.

Experts are envisaging slaughter-house construction and possible fertilizer manufacturing.

The area holds a virtual treasure of lumber and forest products, natural gas, petroleum, sulphur and a vast shelf of mineral resources still largely untapped.

#### PAVED STREETS

Iron ore, pulp and paper may be processed.

"Our population is 12,000 at present," said mayor Borstad. "But we see it jumping to nearly 17,000 by 1975."

"We have room for more at present — just look at the size of our school complexes. We are living just a little too rich right now."

There is a new \$150,000 firehall, a high school is under construction, a seed plant just

completed and a new Roman Catholic church, an architectural showpiece, is in use.

The streets are 97 per cent paved and another \$150,000 is being spent on them this year.

A new nursing home has been added to the hospital and there is talk of a provincial government psychiatric hospital.

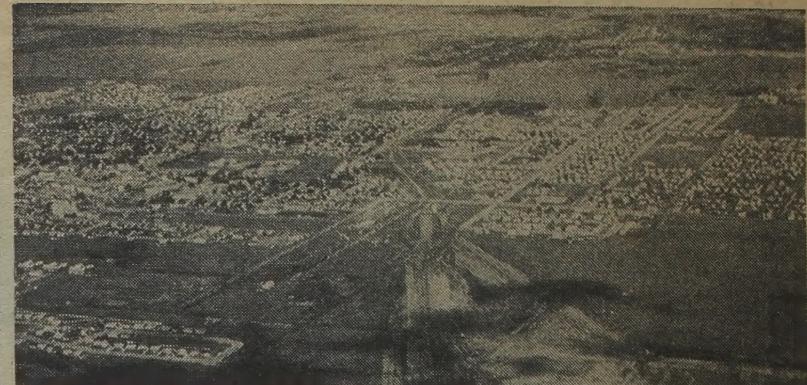
"Industrial expansion in the area looks certain," said Mayor Borstad. "The Procter and Gamble pulp mill could bring in another 6,000 people."

"Our understanding is that the families would live in Grande Prairie and there would not be a company town."

The city hopes a paved road to Jasper — and the Yellowhead Highway — will follow.

"We have seen Highways Minister Gordon Taylor about it," said the mayor. "We believe it will go in as soon as development in the region is definite."

As well as aiding freight rates and the trucking industry, the road, it is thought,



#### GRANDE PRAIRIE

... northern anchor of the new Alberta Resources Railway where Premier Harry Strom will drive the golden spike on Wednesday to mark the completion of construction

would bring a tourist boom to the area.

Holidaymakers are expected to come up through Banff and Jasper to Grande Prairie, then across to Dawson Creek and Prince George, and then travel back down through Kamloops.

"We have very scenic country," said chamber of commerce president, Al Douglas. "Grande Prairie is bordered by five Provincial parks."

For the hunter and fisherman, moose, elk, deer and all big game are plentiful, as are ducks, geese and upland birds, and fishing is good in the streams and rivers.

Grande Prairie itself is equipped for an increase in tourism, with modern hotels, restaurants, campgrounds and picnic areas.

Said mayor Borstad: "Edmonton had better look out. We won't be depending on her any more — but competing with her."



Northern Canadian welcomes the completion of the Alberta Resources Railway — another major milestone in the development of the Great Peace River Country.

We also extend a warm welcome to the delegates of the Northwest Resources Conference to be held in Grande Prairie May 28, 29 and 30.

**North Canadian Forest Industrials Limited**

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## Gas plant complex planned for Grande Prairie area

Atlantic Richfield Company, Pan American Petroleum Corporation and Scurry Rainbow Oil Limited, announced plans for a gas plant complex in the Gold Creek Gas Field.

Located some 35 miles south of Grande Prairie, the field was discovered in 1964 and subsequently the presence of gas, in four separate formations in the field, was established.

Atlantic Richfield Company will operate the plant, designed to treat the sour and sweet gases of the field, with an average production rate of 40 million cubic feet per day of residue gas, 3,600 barrels of condensate, and approximately 100 long tons of sulphur.

Residue gas sales will go to Alberta & Southern Company Limited.

The plant site is on the northwest quadrant of section 26, township 68, range 5, west of the fifth meridian.

The plant will employ approximately 20 Grande Prairie residents and will be served by roads which are being constructed or upgraded in co-operation with the lumber firms in the area.

mer of 1969, with completion anticipated during the first quarter of 1970.

Construction of the gas gathering system will commence concurrently with that of the plant proper.

A rail spur, from the main line of the Alberta Resources Railway to the plant, has been completed. This spur will be used to transport sulphur extracted from the gas of the Gold Creek Field.

The Gold Creek Gas Plant is the largest industrial facility presently being planned for the area.

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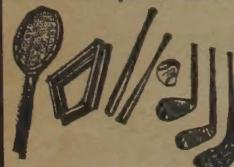
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## AGRICULTURE:

- Over 4,000,000 acres under cultivation in Peace River Country. 200,000 additional acres coming under agricultural production each year.

- Estimated land suited to farming and ranching — 30,000,000 acres. Crops include Wheat, Oats, Barley, Flax, Rapeseed and hard grass seeds such as Creeping Red Fescue, Bromegrass, Alfalfa, Sweet Clover, Alsike Clover and Red Clover.

The Peace River Country produces nearly all Red Fescue in Canada, and from 20% to 70% of all other Canadian Grass Seeds. Recent estimates of annual receipts from Peace River Country are:

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- Meat Processing • Home Building and Mobile Home Industry
- Trailer and fully integrated industrial camps, etc., etc.

### MAJOR INDUSTRIAL POTENTIAL INCLUDES:

- A \$40,000,000 coking coal operation at Grande Cache, 90 miles south of Grande Prairie, which will employ 1,000 men to produce 3,000,000 tons annually for the next 15 years. Grande Prairie is the nearest major trading centre.
- A proposed \$50,000,000 pulp mill, South of Grande Prairie, would employ 1,000 men for 2 years to build. When completed, the mill will have an estimated \$5,000,000 annual payroll and give steady employment to approximately 400 men.
- A proposed multi-million dollar scrubbing plant at the gas and sulphur-rich Gold Creek region, 30 miles South of Grande Prairie. If these major industries develop, many allied secondary industries are likely to follow.

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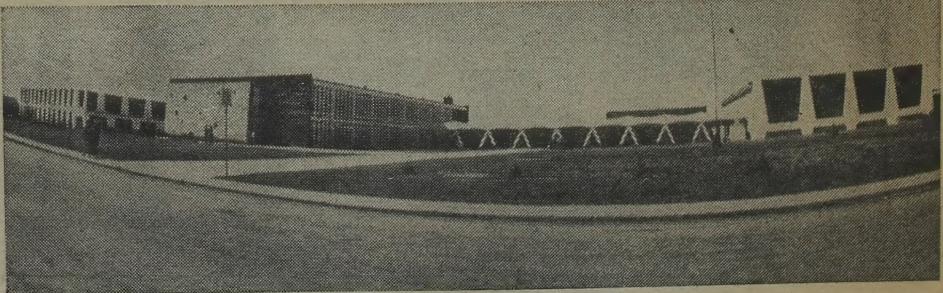
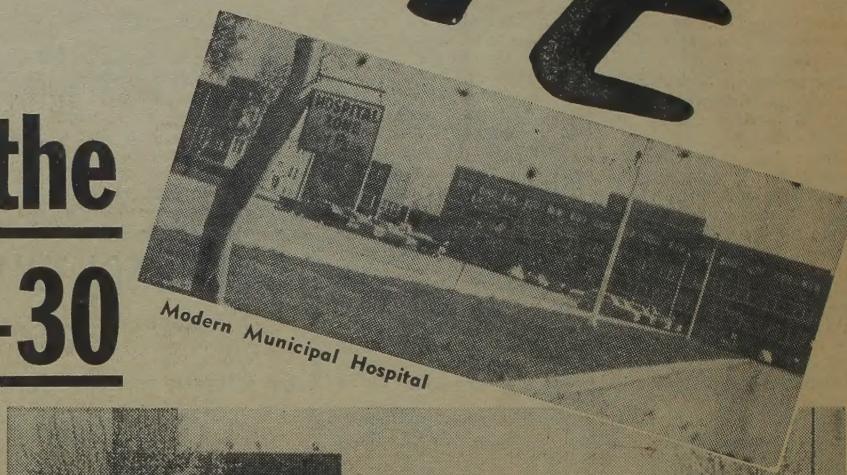
- Hard surface highway East to Edmonton, West to Vancouver.
- Northern Alberta Railway to Edmonton, Peace River & Dawson Creek.
- Northern Resources Railway connects Grande Prairie to CNR at Hinton.
- Canadian Pacific Airlines from modern D.O.T. Airport in Grande Prairie to Edmonton, Vancouver and points North.
- Canadian Coachways provides 3 daily bus services to Edmonton, Dawson Creek and Vancouver.
- Truck freight services to Edmonton, Dawson Creek and Vancouver.

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# Hinton will double size in five years

HINTON — This town is expected to double its size in the next four or five years.

Two things mainly are expected to do it — the Yellowhead Highway and the Alberta Resources Railway.

Confident of this fact is the town's mayor, Stan Fritter.

"Local tourism, coal and other new industries will also play their parts," he said.

And added: "We see many warehouse going up as we become the distributors for the Grande Cache - Hinton - Edson area."

Heavy equipment and automotive parts are two of the major commodities expected to be handled.

Of the Yellowhead Highway, the mayor said a five to 15 per cent increase in traffic is

expected in the first year, with a gradual increase following.

The route has opened up the two western seaports of Vancouver and Prince Rupert and possibly a third, in Kitimat.

And on the railway side, their is talk of CNR — it's main Montreal to Vancouver line passes through Hinton — expanding facilities.

The line east, it is expected, will carry away from Hinton, produce brought down on the ARR from the Peace River region, and also products from the new industrial concerns nearby.

"The Jasper National Park's restrictive policy, in allowing only vital businesses into the park, will obviously benefit us," said Mayor Fritter.

Our tourist figures jump year by year as more people take advantage of local hunting, fishing and camping facilities and our close proximity to Jasper," said Mr. Fritter.

A jet airport near the town has also become "a real proposition."

Hinton has been looking for a new airfield as the present one, to the south, is needed for residential expansion.

"We are trying to find out if the Federal government is interested in bringing a forestry strip up to Department of Transport standards," said the Mayor.

"The site we have in mind is six miles northwest of the town. It would be used by tourists and businessmen.

"We envisage air buses coming out from Edmonton and many charter flights making use of it."

Jasper people — a 50 minute drive away — have also expressed interest in the airfield.

The Hinton population —

presently 4,462 — is expected to jump in the near future with several new developments.

About 125 families are expected to arrive when the Cardinal River Coal Company begins operations this year, or early next year.

And the pulp mill, built in 1957 at a cost of \$42,000,000 and at present employing 800 people, is also talking of expansion.

The forestry school nearby also has plans to double its size.

There is one major problem in the town: job opportunities.

"We have a large school population, which has to leave town eventually," said Mr. Fritter. "There is just no work here."

He added: "We are vitally concerned with expansion to make local employment. It is a prime requisite of this area."

## Super underpass at Hinton approved

HINTON — Work on a \$900,000 underpass is expected to begin here soon.

The underpass — under the Yellowhead Highway or Highway 16 — has council approval.

Hinton has approached the department of highways, the department of transport and the CNR, over cost-sharing.

"We see the underpass as a necessity," said Hinton mayor Stan Fritter. "We hope work will start in the fall or early next year."

Advantages of the scheme are twofold, he said.

"Firstly a potentially dangerous hazard will be avoided and then through traffic will be able to maintain a reasonable speed," said Mr. Fritter.

The hazard is the fear of through traffic meeting the 4,200 cars, trucks and buses

crossing the highway daily.

The vehicles are travelling between the town's hill and valley sections.

"This volume of traffic is a 44 per cent increase on 1960, said the mayor.

"And with the pulp mill's expansion, the town growing into an important industrial junction and the increase in tourism, a substantial traffic increase must follow."

He added: "We believe lives may well be saved by an underpass."

### FOUR LANES

A three-lane road is at present planned for the underpass, with provision for a fourth.

It will be sited 400 yards east of the present level crossing.

Hinton reports an increasing stream of trucks passing through the town since the

opening of the Yellowhead route.

Recently, at a Yellowhead Route Association meeting, in Edmonton, a trucking executive told representatives from several provinces that a test run had been carried out on the highway.

He said although the distance by road from Edmon-

ton to Vancouver was longer, three hours in time and 30 gallons of diesel fuel were saved on the Yellowhead route.

"Truck maintenance on the Yellowhead must be lower," said mayor Fritter. "There just aren't the grades on it there are on the Roger's pass route."

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On The Yellowhead Route

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A model town, completely planned, situated on the Yellowhead Trans-Canada Route just 16 miles from Jasper National Park.



Potentially an industrial giant, located in the middle of a hunter's or fisherman's paradise, Hinton has grown from a handful of people to 4,500 in the past few years. Projected growth figures show a population of 7,000 by 1973 and an unlimited future.

**SEE HINTON**

#### A Few Facts:

North West Pulp & Power Co. producing 500 tons of pulp per day, undergoing \$70,000,000 expansion program to double capacity.

Saw Mill with 50,000,000 board feet per year capacity to be built.

Forestry Technology Training School, capacity 55 students, size being quadrupled.

Cardinal River Coal Limited, Luscar, will be moving 1,000,000 long tons of coal per year, for a start, through Hinton.

McIntyre Porcupine Mines, Grande Cache, will be supplied through Hinton.

Large Automotive Supply firm establishing a warehouse and branch office in Hinton to service the area.

Waterous G.M. Diesel Dealer opening a Repair Depot to service the many diesel units which will be in use.

New Industrial Park—21 lots taken in short order—room for many more.

# Beaverlodge researcher urges change

BEAVERLODGE — It is "vitally important" farmers in the Peace River area change their economy.

Urging them to do so is Dr. Arthur Guitard, 46, director of the Canadian department of agriculture's research station at Beaverlodge.

He said: "If the region expands, the greatest single industry will be associated with the large volume of livestock production.

"This production will demand and justify local slaughter and processing of animals, for local consumption and for shipping."

He added: "There is a need everywhere for beef. Prices are excellent."

#### DISEASE OUTBREAK

"They are up to the point they were at in 1951 when there was a big foot-and-mouth outbreak."

Dr. Guitard went on: "Grain farmers have been faced with the predicament they are in now for several years.

"They have been lucky in getting off the hook in the last few years.

"The over-supply problem would have been great in the past if the USSR had not had poor crops."

Dr. Guitard's work is con-

cerned with increasing the production efficiency of the four million acres of land farmed in the Peace River region.

He sees a great need for meat as populations expand and ability to purchase increases.

"I feel very strongly farmers must go into livestock production and grow grain and forage crops for feed," he said.

#### PRODUCE TO NORTH

Dr. Guitard sees produce going north, south and west — and across the Pacific.

"The Alberta Resources Railway gives the region access to the western market," he said.

"It makes the area capable of competing on an equal footing with the remainder of the prairie."

He went on: "It guarantees that Grande Prairie, together with probably Dawson Creek and High Prairie, will be the three major supply and processing and agricultural distribution centres in the region."

Here, agriculture supplies will be manufactured and produce processed and transported.

#### MODIFICATION NEEDED

He does not think the industry will ever justify the local manufacturing of equipment, but thinks modification in some equipment will be needed for Peace River conditions and crops.

Dr. Guitard also sees the expansion of local seed cleaning plants, the possibility of fertilizers being manufactured

locally, and a large industry mixing chemicals for weed control.

He also thinks it "highly probable" that oil will be extracted from rapeseed for export locally, and the by-products used in the animal production industry.

Dr. Guitard said: "Expansion of agriculture production and related industries will create the need for expanded services in finance, communication and transportation."

He said finance and communication seemed to be keeping abreast, but went on:

#### TRANSPORTATION DESIGN

"Transportation, as it relates to our internal collection of materials, worries me. I feel it will have to be redesigned."

"I hope that as the industry develops, the local elevators and stockyard will become obsolete."

"I do not feel that the whole industry can afford the inefficiency of excessive handling."

"I hope that as the industry develops, the handling systems will be redesigned in such a manner that grains can go directly from the farm into freight cars that will be brought together in unit trains destined for processing plants, feed yards or export terminals."

He added: "Likewise with animals, I would hope that they will be able to go directly from the farm to the processing plant, or to a unitized rail system that will move them rapidly and directly to the processing centre."



DR. ARTHUR GUITARD

... at work in his research station

## Oil drilling changes town

BEAVERLODGE — A tourist boom is expected here because of oil drilling.

At present a road runs southwest into the Rockies, into some of the best game territory in the area.

Now there is talk of the government putting a paved road into the oil concerns from the other end.

"The result would be a good road from Beaverlodge down to Harsard, on the Prince George-Jasper highway," said Beaverlodge mayor, John Archer.

"This pass, the Monkman, is one of the lowest passes in the Rockies. The new road seems fairly certain."

It would mean Beaverlodge — population 1,139 — would get a big increase in sportsman and sightseers.

The hunters are attracted by excellent trout fishing, grizzly bear, mountain sheep,

and goats, deer, moose and elk.

Geese, ducks, sharptail and ruffed grouse are plentiful and there are some pheasants.

The sightseers would take advantage of coming from the coast, through Roger's Pass into Banff and up to Jasper, and then round to Grande Prairie.

From there they could return via Beaverlodge and the Monkman pass to Prince George and then the coast.

"The region to the southwest is among the nicest in the country," said the mayor. "The road passes places such as the 100 foot high Kinuso Falls."

Beaverlodge — the only place in Alberta a B.C. fishing license can be purchased — claims it is geared for a tourist boom with motel and hotel accommodation and campsite facilities.

## A.R.R. construction aided by soils testing reports

Construction of the Windfall extension on the Canadian National's northern line is now in full swing.

It is probably the first piece of railway on the system that has had the benefit of soils information from location through to completion of the subgrade.

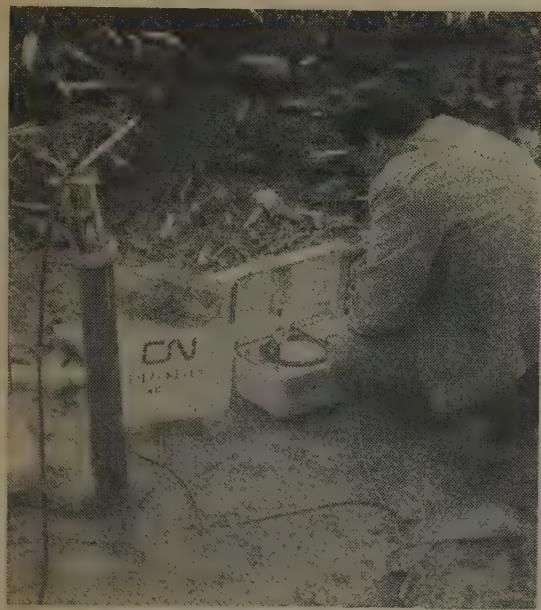
Such recent projects as the Alberta Resources and the Great Slave Lake railways were treated to soils engineering in the construction phase. The muskeg country to the west of Whitecourt, however, is much more complicated in which to build and, subsequently, to maintain.

Drilling for soil samples was accomplished with a six-inch auger mounted on a muskeg tractor. The drill was in continuous operation on the project since July, 1968.

The sub-surface probing, carried out sometimes to considerable depths, satisfied many purposes. It helped find the best line location in the difficult country, it found material suitable for grade construction, explored possible sources of granular material for ballast and, of course, investigated such potential trouble spots as deep muskegs, landslides and areas of poor foundation materials.

Drilling was also done to locate suitable foundations for bridge abutments and piers. The crossing of the Athabasca involves a 638-foot bridge.

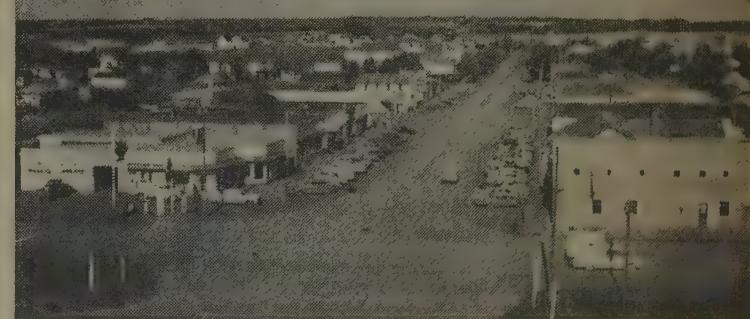
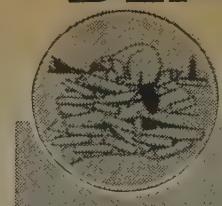
Subgrade construction was under continuous control by soil technicians. Density tests were to ensure compaction specifications were met.



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The Chamber of Commerce, BEAVERLODGE, ALBERTA

# Grande Cache gets generating station

An Edmonton based utility company, Canadian Utilities Limited, has announced that the construction of a \$28,000,000 generating station in Grande Cache will begin in August.

The company states that the plant, to be located near the new McIntyre-Porcupine coal development, will have a nominal generating capacity of 150,000 kilowatts. It will be fueled by middlings coal, a byproduct of the coal mining operation. The fuel will provide efficient use of the available resources at Grande Cache and will eliminate a good deal of the byproduct waste from the mining operation.

Shawinigan Engineering

Company Limited of Montreal and Edmonton are consulting engineers for the project which is slated for completion in June of 1972.

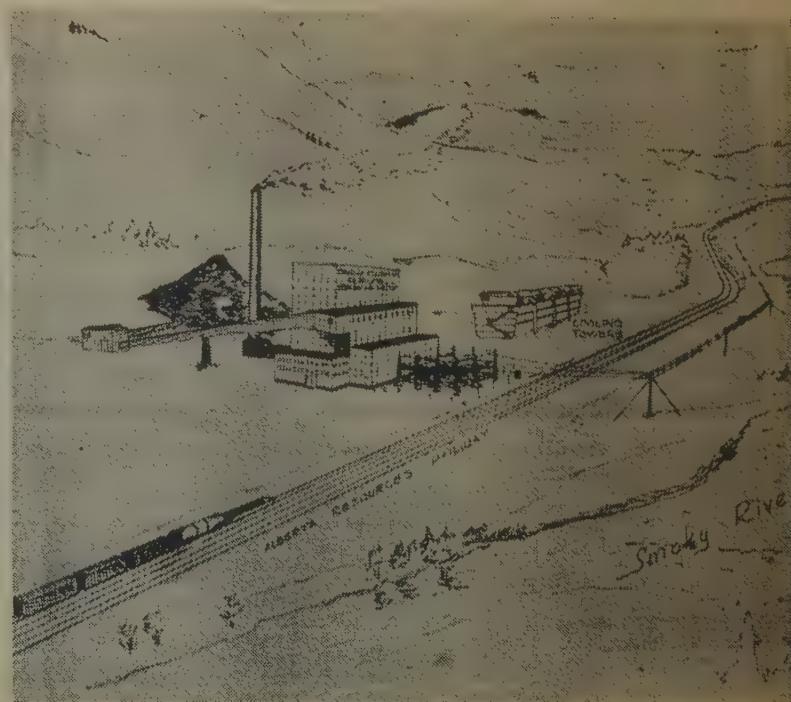
The plant will be connected to the Alberta Power Grid with transmission lines to Grande Prairie, 80 miles to the north, and to the company's Simonette power plant, 70 miles northeast. It will boost the net generating capability in the province to 2,757,000 kilowatts.

A unique feature in a plant of this size will be its cooling towers which will allow for the recycling of cooling water and eliminate hot water discharge in the Smoky River, removing any possibility of thermal pollution.

The plant will initially consist of one steam turbo-generator but is designed to be extended to three such units should the need arise. It will be named the H. R. Milner Generating Station after the well known Alberta lawyer who has served as president, chairman and director of the utility company.

Within the next two years the construction of a total of 35 residential homes will be required for employees who will be stationed at Grande Cache.

At present the mining development is being supplied electricity from the company's interconnected system by a 144,000 volt transmission line from Simonette.



## New generating station

Artist's conception of the Canadian Utilities, Limited plant at Grande Cache. Located approximately 250 feet north of the A.R.R. track, the 300-feet-high structure will have a generating capacity of 150,000 kilowatts. In order to eliminate the danger of thermal pollu-

tion in the Smoky River, the cooling towers at the right will circulate water from the condensers at the rate of 70,000 gallons per minute. The \$28,000,000 station will be located near the McIntyre-Porcupine coal development.

## North American and world markets linked by railway

Ten million head of cattle could one day roam the north with the Alberta Resources Railroad supplying one link to North American and world markets.

Some 180,000,000 acres of grey weeded soil exists in the northern parts of Saskatchewan, Alberta and the Peace River block of British Columbia. Researchers estimate that 17,000,000 acres of this land is arable and would make desirable land for forage crops.

Through water control programs, burning, aircraft seeding and spraying 20,000,000 or more acres might be turned into some type of grazing land.

**NORTH RANGES**

The potential of the North ranges from just north of Edmonton for about 600 miles north to the meadows below Great Slave Lake. With some effort to lower the water table these remote meadows alone could support 300,000 head of cattle on an estimated 1,000,000 acres of lush land, Dr. Elliott said.

For such an agricultural industry to survive a sound and efficient transportation system is essential to provide the agricultural inputs necessary to support the livestock industry and above all to move this beef to market.

Western markets may develop which will demand this beef. Dr. Karl Rasmussen, associate director-general for the federal agricultural research department, recently noted that meat consumption in the world had jumped by 42 per cent in the last 10 years.

"Livestock will play an increasing role not in competition with cereal grain produc-

tion, but as an adjunct to it," he said. "More improved range will be developed and the increased livestock populations will be utilized in the consumption of a greater proportion of feed grains and cultivated forages produced in the area.

"Finally there will be an increasing need for co-operation and co-operation between federal and provincial government agencies as well as private industry."

With all these factors inter-relating, Dr. Elliott said: "We are looking to the future with considerable optimism."

### JAPANESE MARKET

Highly developed regions such as Japan are arriving at the point where the importation of beef is a more feasible way of feeding the population.

The west coast of the United States, particularly in California, is expanding its very affluent population at a rate beyond which the American cattle industry can hope to support in the future.

Transporting these livestock to market will be the major factor. Regardless of whether these cattle are moved south on the hoof or as carcasses, railroads will be the major carrier.

With several million head of cattle being funnelled south through such points as Grande Prairie a northern packing industry is a possibility.

With sufficient numbers of cattle coming out of the North and with the co-operation between all levels of government and private industry for northern development, which Dr. Elliott predicted, the Alberta Resources Railroad could one day be handling refrigerator cars loaded with beef slated for Vancouver and from there to the Orient, southeast Europe or California.

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### FORAGE CROPS

Tests and experiments to introduce forage crops from Europe and Siberia could greatly increase the capacity of some of this land, as could the developments of special breeds for the Canadian North.

Improved range can support one animal on approximately three acres. With the potential northern land the 10,000,000 figure could one day happen.

"Northwestern Canada will continue to develop, but with a greater sense of purpose than has been evident in the past," Dr. Charles Elliott, forage crops researcher at the Canada department of agriculture research station in Beaverton, told the Canadian Forage Crops Symposium.

### LIVESTOCK

"Livestock will play an increasing role not in competition with cereal grain produc-

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# New ice rink planned

**SPIRIT RIVER** — A sum of \$45,000 is being raised to make sure this town remains the tops — for its size — in sport.

The money is needed to provide an artificial ice unit for the hockey rink.

"Our rink is open at present from December 1 to the end of March," said John Ternoway, town councillor and member of the local recreation commission.

"But with artificial ice we could start in November and go right through to mid-April."

"We hope to raise the money by selling \$300 plaques that will go up with the names of the buyers in the arena."

Already the town — population 1,200 — boasts a superb gym, swimming and wading pool, a four-sheet artificial ice curling rink, a covered 2,000 person capacity arena, a running track jumping pits and

still there is more ground for expansion.

The arena, built in 1954, collapsed a year later under the weight of heavy snow, but went up again the next year.

Lines are presently being painted on the track and local youngsters have been busy digging their own jump pits.

"This will be the first time we have had proper permanent jumping facilities with sand," said Mr. Ternoway.

"Previously we made do with pits filled with sawdust and savings. The youngsters here are tremendously sports minded."

Sports facility development represents \$500,000, a large proportion raised by public

donation and fund raising events.

In six weeks in 1967 enough capital was secured to build the swimming pool, a \$70,000 development.

Spirit River also boasts the best municipal facilities for its size in the province.

In a mammoth Centennial drive, nearly \$300,000 was spent in a civic hall and offices and firehall, a community hall and the swimming pool.

The money stayed in the town when a supervisor was hired who only used local labor for construction.

The only thing that seems not to have been worth a cent is the jail.

## Shot in the arm for Spirit River

**SPIRIT RIVER** — Local

businessmen here believe the coming of the Alberta Resources Railway will be a "powerful shot in the arm."

The mayor also hopes man-

ufacturing companies will take another look at resources in the area.

"Another thing we would like to see," he said, "is the opening up of the iron ore resources west of here, particularly in the Worsley area."

"I do not think it unreasonable that somebody may even consider opening a smelter at sometime in the future."

## Cattle prices soar around Spirit River

**SPIRIT RIVER** — Cattle prices are soaring in towns near here as farmers look for a new outlet for their grain.

Farmers believe it would be profitable to feed their own livestock with grain so-far unshipped.

And their search for cattle has pushed prices to a near-record high.

Farmers report prices, on average, up about 15 cents a pound.

In the hope that cattle prices will be pegged at a fair level, the Spirit River chamber of commerce has launched a cow-calf study.

It is working out, with the help of local farmers, what would happen if farmers turn-

ed their calves over to a central pool.

"There are two benefits as far as we can see," said chamber of commerce member Peter Weston.

"Firstly farmers will get an almost guaranteed outlet immediately for their calves, and the farmers will be able to sell grain to the organization for feed."

"The livestock will be kept locally until finished for market."

Mr. Weston added: "This scheme also means a saving on freight rates — if grain does not have to go to the Lakehead or the West."

Many farmers are being encouraged to go back into livestock by economists and department of agriculture.

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John Listhaeghe



Mike Lynch

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DETAILED ECONOMIC  
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# Grande Cache providing for population explosion

The expected influx of construction workers into the Grande Cache area will see a population explosion unprecedented in recent years.

Alberta department of health officials anticipate an increase from the present community of 145 native people to about 2,000 people by the end of this year, and are gearing their health services for the boom.

On the residential side, building is keeping pace with the progress of the mine. Homes for 170 employees will be ready for occupancy in September with another 250 ready in late 1969 and early 1970. Muttart Building Supplies Ltd. of Edmonton, has been chosen to supply the pre-manufactured packages for the majority of these homes.

The administrators have made 15 acres of land available for trailer court development. It is interesting that Grande Cache is designed for a gross density of 12 persons per acre.

The program of immunization, pre- and post-natal visits and counselling, infant and school health services,

all presently provided for, will continue on the present basis.

Regular home visits by Public Health Nurses, including follow-up and surveillance on all cases of tuberculosis and venereal disease will be maintained.

#### EMERGENCY SERVICE

To date every child in the community of Grande Cache has been immunized. Annual vision and hearing tests have been completed on all school children, full preventive dental services have been provided for all children three years of age and over, and tuberculosis surveys have been performed on all Grade 1 students in the area. In addition to these programs, health unit staff are frequently called upon to provide emergency medical and nursing treatment, treatment for minor ailments and transportation to clinics for medical care, hospital treatment or chest x-rays.

The extension of these services to cope with the rapid increase in population will place a tremendous load on local health unit funds and resources.

The department of health has made a firm commitment to meet this need, and is taking active part in the ground-floor planning of the entire development to ensure establishment of adequate preventive health services.

Additional health services will be required with the establishment of the first construction camp site.

Certificates covering contracts valued at \$1,200,000 for a water supply and sewage collection system in Grande Cache were issued by the Provincial Board of Health.

It was recommended by the Municipal Engineering Section of the Environmental Health Services Division, Alberta Department of Health. The Municipal Engineering

Section is responsible for reviewing plans to ensure that the Provincial Board of Health regulations are being complied with, and recommends the issuance of certificates for the installation of systems of this kind.

Construction has started on the system with completion slated for Aug. 30, 1969. The water supply pumping station and treatment plant

along with a 1,000,000 imperial gallon capacity concrete reservoir will be ready by the end of July.

Work covered by the contracts for the distribution and collection system should be ready by mid-August.

The initial phase of this system will provide service to about 230 residential lots plus the commercial centre, schools, recreation centre, hospitals and the industrial section of the town. Part of the system will be in operation by the end of June to serve families who have moved in by that time.

#### SEWAGE LAGOON

Water will be taken from Victor Lake, about one mile east of Grande Cache, chlorinated and pumped through a filtration plant and into the distribution system and the large holding reservoir, which rides on the distribution system.

A gravity, sewage collection system will carry raw waste to a four-cell anaerobic sewage lagoon system southwest of the town, where treated effluent will be discharged into the Smoky River.

# Water supply system certificates issued

## Mayor spearheads campaign

PEACE RIVER — The streets will be so clean here soon, that Mayor Ted Whitmey says he would eat a moose steak off them.

And that is saying something. For Ted is the chief public health inspector at the health unit here.

The mayor has been spearheading a town clean-up, backed by town council, the chamber of commerce and the Kinsmen Club.

The reason is, they are playing hosts to more than 1,000 delegates to three conventions in the next few months.

"Naturally, we want them to be impressed," said the mayor.

He has personally launched a "paint-up" campaign and can be seen painting his house in the evening.

He hopes many will follow his example. Many have.

Extra garbage trucks have been on duty hauling away rubbish for anybody who calls.

There isn't an old car body to be found.

The conventions coming to town are the Alberta Chambers of Commerce, being held this month, the Alberta Rotary convention next month, and the Alberta Motor Association, in November.

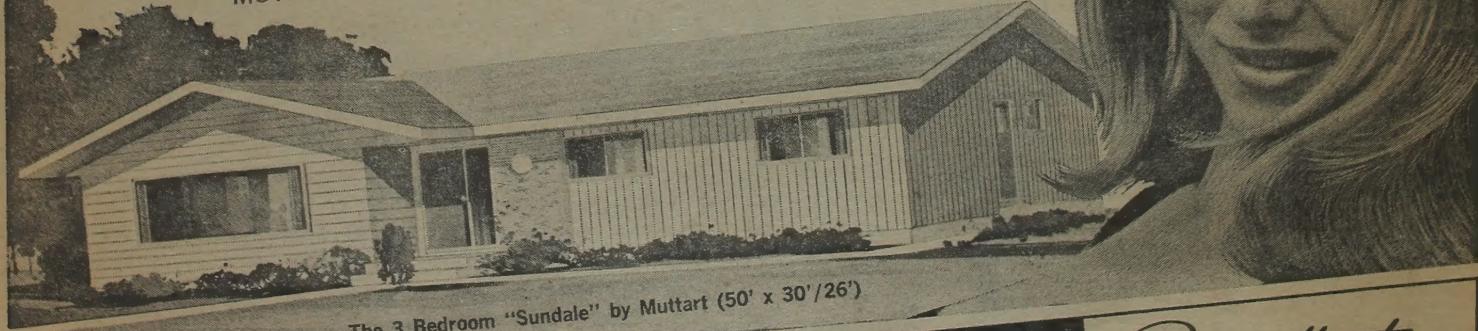
It is the first time the chambers of commerce convention has been held outside Edmonton or Calgary.

Said the mayor: "the clean-up is especially appropriate this year. The town celebrates its 50th jubilee of incorporation this year. Celebrations are in August."

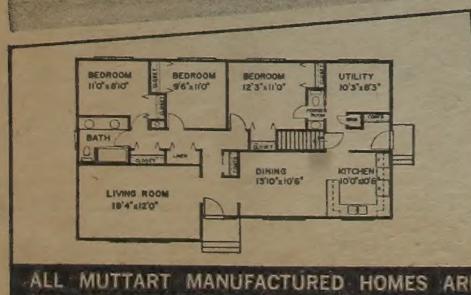
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# Falher is the honey capital of Canada

## Residents seek understanding

FALHER — There are few houses for sale in this town, 42 miles south of Peace River. They are nearly all "a vendre."

For the area boasts a French-Canadian population of nearly 8,000.

And they claim it is the biggest French-speaking area west of St. Boniface, Winnipeg.

This has caused the secretary of state some concern recently as the people of Falher have made representations to him.

They seek to have righted remarks made on radio and television that the St. Paul-Bonnyville area has the biggest French-Canadian population in the province.

### REPORT RESULT

"We believe it came about from the B and B report," said Scot's-born Dr. Colin Campbell-Fowler, Falher's mayor.

"Nobody came up here and we didn't have representation. We understand the report refers to the St. Paul-Bonnyville area as the largest French-Canadian area in the province.

"This just isn't true. The numbers are similar, but here they are far more diluted."

Although 80 to 90 per cent of the population is of French-

Canadian origin, there is little separatist sympathy.

During the last federal election, a group of Quebec agitators moved in with "Trudeau est un communiste" signs.

Their protest went off like a wet squib.

The English-speaking never refer to their neighbors as "French" — it is always French-Canadians.

In the shops and on the street, both languages are spoken freely and mixed.

Said Dr. Campbell-Fowler: "I am sure many people forget which language they are speaking in."

Both languages are taught and spoken in the schools.

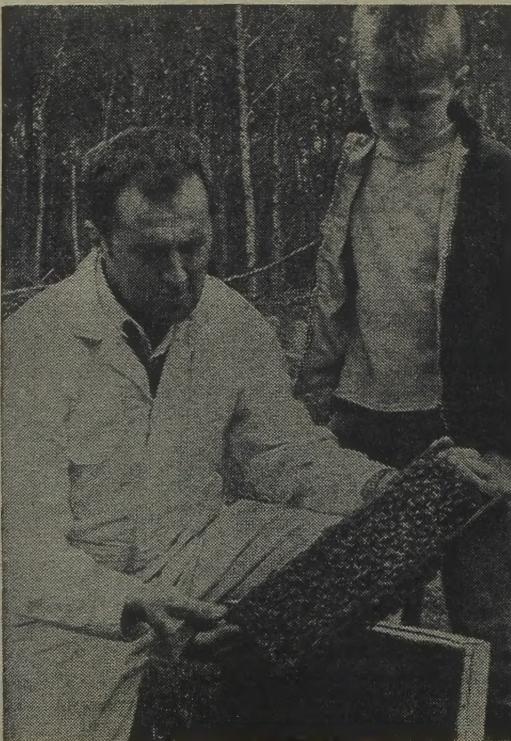
### LEARN EARLY

More youngsters of French-Canadian origin are learning to speak English at an early age.

Their bilingualism is believed to have something to do with the coming of television to the area a few years ago.

On Sunday, at the only church in Falher, a Roman Catholic one, three of the four masses are held in French.

But government concerns, such as councils and courts, are in English. So too, of course, is the cinema.



## Family business

Bee-keeping is a family business with Gerard Paradis, 34, of Falher, president of the Peace River Honey Producers. Both his grandfathers were in the business. Here he shows his son Paul, aged nine, the bees at work inside a hive on the outskirts of Falher.

## Drama group formed

FALHER — They are the toast of the town.

And they get an ovation every night their home-made curtain rings down.

They are a group of creative youngsters in Falher, 42 miles south of Peace River.

From nothing but enthusiasm they have built a setup — many theatrical people would be proud of.

The school board gave them the top floor of an old convent, and there they built a stage and dressing rooms.

Tables, made from logs from a local dump and nailed to the floor, stand continental-style in front of the stage.

One wall is covered by a mural. Students moved in one day and let fly with their ideas.

They worked on a lighting

system for the stage. And even a strobe light — made from a butter churn — was improvised.

The company, all aged between 15 and 22 and bilingual, call themselves Les Bohemians, or The Gypsies.

"It was formed after the students' union decide to form a youth club to let outside people take part in many of our activities," said Lise Maisonneuve, aged 16.

FALHER — Men with guns are on duty 24 hours of the day for a foe that might pounce any moment.

He could cause hundreds of thousands of dollars worth of damage.

The foe: the black bear.

"Bears are our biggest enemy," said Gerard Paradis, 34, president of the Peace River Honey Producers.

"The bear has a very sweet tooth. Hundreds are shot every year as they try to get at our hives."

### HONEY CAPITAL

The bears are operating in the right area, for Falher — Gerry's home — is the honey capital of the world.

There are some 448,000 bee colonies in Canada, some 120,000 of which are in Alberta.

Of these, 55,000 colonies are in the Peace River region, with more than 52 per cent in the Falher area.

The average yield in the Falher area is 150 pounds per colony compared with the national average of 106 pounds, or the U.S. average of 52 to 55 pounds.

Falher has more than 35,000 bee-hives producing about four million pounds of honey per year.

### GOOD YEAR

"It looks like being a good year," said Gerry, who has 4,000 hives. "The bees are making honey from pussy willows."

"It is usually too cold for them to do that. The sweet clover crop also looks good. We just have to have the weather."

Gerry comes from a long

line of beekeepers. Both his grandfathers kept them — and now his four brothers are all involved in the trade.

His eldest brother, Leo, 50, had a childhood ambition of living in the sun in the winter.

He did so well he was able to go to Mexico every winter. He has sold out now and lives in Montreal — still with an interest in bees.

Another brother of Gerry's, Charlie, has built his own \$50,000 plant at Girouxville.

The future looks good for the bee men. They are talking of having a packing plant at Falher and many European countries are seeking the Peace area's higher grade honey.

But the demand in Canada for the honey — after three poor years — is high, and many shipments will never get beyond Toronto, Montreal and Vancouver.

Production is expected to rise to the extent that in 1975, at the latest, the production of legumes in the Peace River District may require some 75,000 colonies of bees.

They in turn, could produce about 10,000,000 to 11,000,000 pounds of honey.

### NEED 1,000 HIVES

Gerry says that despite claims of "experts", a man has to have about 1,000 hives to make a reasonable living at the business.

His 4,000 hives produce about 500,000 pounds of honey a year.

At this time of the year there are about 10,000 bees to a hive — but it will grow to about 60,000 in the next few months.

## A.R.R. vital factor in town's future trade

FALHER — People here believe the new Alberta Resources Railway will be a "vital factor" on their future trade.

Falher's mayor, Dr. Colin Campbell-Fowler, said: "It is vital we sell our produce to the Pacific countries.

"Now we have a good link on the road to Australia, New

## Flying club considered

FALHER — A flying club based on an airfield opened here last year, is being considered.

Peace Air Ltd., of Peace River, has offered to conduct a flying school if 10 people are interested.

Many local business people, with long distances to travel, have expressed an interest.

## Pioneer days August 1 to 3

FALHER — A record number of aircraft are expected here this summer when the town stages its Pioneer Days.

The summer celebrations have been set for August 1, 2 and 3 and the fliers will attend a special breakfast.

More than 20 aircraft, from all over the province, arrived last year for the "farmac breakfast."

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- FALHER provides 40% of Alsike Clover, 75% of the Alfalfa and 90% of the Red Clover variety.

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- 4th in total sales in Peace River Block.

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- One of the first Public Housing schemes in a small town.
- Centre of one of the most developed Social Service programs in rural Alberta.

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